

DISPATCH

CLASSIFICATION

PROCESSING ACTION

S E C R E T

TO	Director of Logistics; ATTN: Chief, Real Estate and Construction Division, OL	MARKED FOR INDEXING
INFO.	Chief, Far East Division	NO INDEXING REQUIRED
FROM	Acting Chief of Station, [REDACTED] <i>Euf</i>	ONLY QUALIFIED DESK CAN JUDGE INDEXING
SUBJECT	FENG Monthly Report Re: Supplementary Narrative	MICROFILM
ACTION REQUIRED - REFERENCES		

REF: LOGISTICS 9207

1. 27 March - 2 April, [REDACTED]. Contract [REDACTED], Modification of Power Plant and Air Conditioning for RRF Receiver Building. 25X1A

a. Job is progressing very slowly. Major cause of delay has been the rejection of the vertical type chillers by the OICC. These chillers which were installed, have been removed and we are now awaiting the new horizontal chillers which have been approved by OICC. No delivery date. All connections to the compressors and chillers were opened to allow for placement of vibration dampers under these units.

b. [REDACTED], Commo Power Specialist and [REDACTED] factory tech rep. are testing and checking out UPS diesel electric set. This testing should be substantially completed the second week in April when the UPS will be on the line. 25X1A

c. Assisted [REDACTED] engineer to prepare change orders and contract changes as follows: 25X1A

- (1) Incinerator/Storage addition to Building 14710;
- (2) Installation of a hardstand and ornamental wall at warehouse area; 30 R 4/28
- (3) Installation of approximately 150Rf1 free flourescent fixtures in the receiver building to replace existing incandescent units. 1 M4-15

(CONTINUED)

Distribution:

✓ Orig & 1: Director of Logistics; ATTN: Chief, RE&CD
1: Chief, Far East Division

Ed Copy to OC 27 YES-DONE

15 APR 1969

CROSS REFERENCE TO	DISPATCH SYMBOL AND NUMBER [REDACTED] 5/1/69	DATE 14 April 1969
Approved For Release 2000/06/06 : CIA-RDP78-06505A000100020019-4 S E C R E T		

CONTINUATION OF
DISPATCHCLASSIFICATION
S E C R E T

DISPATCH SYMBOL AND NUMBER

25X1A

(4) Installation of air duct and fire ionization detectors in screen room, equipment areas and in return air ducts of all air handling units.

d. There are still several design deficiencies which are being resolved:

(1) The two chillers with four open type compressors were installed without being approved by the OICC. The contractor has agreed to replace the vertical chillers, which were not maintainable with horizontal type units which can be maintained;

(2) We have issued a change to reposition one of the air-cooled condensers to allow sufficient space between the mechanical room and the air-cooled condenser for removing and reinstalling AHU #1; and

(3) We have requested a change order for the installation of smoke detectors in return air ducts of all air handlers.

e. There are several design deficiencies which still remain to be resolved:

(1) No drains in power trenches, manholes or pull boxes;

(2) The Government furnished switchgear does not have a neutral bus. At the present time, to expedite testing, the neutral conductors are tied to a 1/4" x 2" solidly grounded bus in the switchgear. The switchgear is designed for a three phase four wire secondary distribution system;

(3) The design of the UPS generator room, width, does not permit the trolley of the overhead travelling crane to travel the side distance required for maintenance of the UPS unit. If the fly wheel is to be removed and set on the floor a special stand or platform must be built to accept the flywheel. This deficiency cannot be corrected;

(4) Because of the different voltage requirement for the UPS unit (480 volts) we [REDACTED] engineer for support in case of a loss of a 480 volt transformer. Their standard is 208 or 240 volts. We may have to stock a spare transformer to insure the continuous operation of the UPS unit; and

(5) It may become necessary in the near future to add a new day tank to the diesel generator fuel system at the power plant. At the present two 235KW Auto-start units and the 175KW UPS are fed from a common 250 gal day tank. If all three units are operating simultaneously the fuel oil may become excessively warm. We should also install an audible low level alarm on this tank. An alternative would be to utilize the high left fuel pumps on the Auto-start units tied directly to the main storage tank.

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MEMORANDUM FOR THE RECORD

DATE

4-26-69

SUBJECT

FILE NUMBER

25X1A

The attached narrative seems to highlight two points:

a. The inherent need for narrative reports from the field for background. These are being provided at our request by FENG but not from Laos, Vietnam or [redacted] station.

25X1A
Dispatch prepared 5/1/69 to [redacted] country Engineer. Other [redacted] to follow. [redacted]

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I suggest that we continue efforts to have [redacted] forward narratives. This ~~to~~ should be, more or less, required from all overseas engineers depending on how much we are getting in routine traffic.

b. The need for monitoring work by our own engineers regardless of who is handling the work for us.

OFFICE AND TITLE

SIGNATURE

25X1A